ORIGINAL

10/17/05

IN THE STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

VILLAGE OF UNIVERSITY PARK, a home rule Illinois municipal corporation,	)	
Petitioner,	)	
v.	)	**No. T05-0055**
ILLINOIS CENTRAL RAILROAD COMPANY and ILLINOIS DEPARTMENT OF TRANSPORTATION,	)	
Respondent.	)	

FIRST AMENDED PETITION

NOW COMES THE VILLAGE OF UNIVERSITY PARK, a home rule Illinois municipal corporation located in Cook and Will Counties, Illinois (the "Petitioner" and the "Village") by and through its attorneys, Forest J. Miles and John M. Duffy of McCarthy Duffy and presents its petition for the approval of a grade-level railroad crossing traffic signal interconnection system and related, ancillary work. In support thereof the Village states as follows:

1. That the Village is a home rule Illinois municipal corporation located in Cook and Will Counties, Illinois.

2. That the respondent, Illinois Central Railroad Company (the "ICRC") is a rail carrier operating railroad lines in the State of Illinois including railroad tracks that pass through the Village (the "ICRC Lines").

3. That the respondent, Illinois Department of Transportation ("IDOT") is an agency of the State of Illinois that, among other things, oversees highway construction, maintenance and safety within the State.

4. That this petition concerns the Village's plan to improve a stretch of University Parkway, formerly known as Stuenkel Road, between Central Avenue and Crawford Avenue (the "University Parkway Project").

5. That the stretch of University Parkway covered by the University Parkway Project runs east and west and is located entirely within the jurisdiction of the Village.

6. That the University Parkway Project includes the installation of traffic control signals with certain improvements and warning signs incidental thereto at or near, the intersection of University Parkway and Governors Highway.

7. That the above-described traffic signals will be installed in accordance with the University Parkway Project traffic signal installation plan.

8. That the traffic signals will be operated by one (1) traffic signal controller in order to control vehicular traffic in a safe manner, which is necessary, given the proximity of the intersection to the ICRC crossing.

9. That the Metro Transportation Group of Hoffman Estates, Illinois ("METRO") METRO has prepared a written report titled "Governors Highway at University Parkway Traffic Railroad Signal Report dated April 19, 2005" for the purpose of determining whether an interface should be established between the proposed traffic control signal at Governors Highway and University Parkway and the railroad crossing signal subsystem located east of the intersection (the "METRO Report").

10. That a copy of the METRO Report is attached to this Petition as Exhibit "A".

11. That University Parkway crosses the ICRC at grade as depicted on Figure 1 and on Figure 2 which exhibits are attached to the METRO Report.

12. That Governors Highway intersects University Parkway approximately 148.7 feet west of the ICRC crossing, as measured from the centerline of the intersection to the centerline of the remaining ICRC track.

13. That due to the proximity of the Governors Highway intersection to the ICRC crossing, the operation of the traffic signal that controls traffic at this intersection must be interconnected with the automatic flashing lights and crossing gates located at the ICRC crossing in order to promote the safety and convenience of the public as well as the safety and convenience of the employees and passengers of the trains of ICRC.

14. That the minimum preemption provided by ICRC to the Village for the proposed traffic signal railroad preemption sequence at University Parkway is 30 seconds in accordance with Table 3.1 and the sequence of operations contained in the METRO Report.

15. That ICRC has provided the Village with a preliminary cost estimate of $545,000.00 (the "Preliminary Cost Estimate") for the interconnection work, and the circuitry work ancillary thereto and the relocation of an advanced warning system necessary to provide the minimum railroad timing sequence of 30 seconds (the "Interconnection and Ancillary Work"). The final cost study is being prepared by ICRC and the Village will file a copy of said final cost study with the Illinois Commerce Commission upon receipt.

16. That the Village seeks a contribution from the Illinois State Fund for Crossing Safety to apply toward payment of the cost of the Interconnection and Ancillary Work.

17. That pursuant to Section 18c-7401 of the Illinois Commercial Transportation Law (625 ILCS 5/18c-7401), the Illinois Commerce Commission has the express statutory

authority to approve and order the interconnection, timing and preemption sequence, and the proposed highway traffic signal system.

NOW, THEREFORE, the Petitioner, the Village of University Park, requests that the Illinois Commerce Commission enter an order:

A) Finding that the Interconnection and Ancillary Work are necessary to promote the safety and convenience of the public and the employees and passengers of ICRC; and,

B) Finding that the proposed highway traffic signal subsystem including the warning signs and markings and traffic signals provided for therein are necessary to promote and safeguard the health and safety of the public; and,

C) Approving and authorizing the Interconnection and Ancillary Work and proposed highway safety signal subsystem including the traffic signals and warning signs and markings therein in accordance with the traffic signal railroad report.

D) Approving and authorizing the timing and preemption sequence in accordance with the METRO Report and ordering ICRC to provide the Village with minimum railroad preemption time of 30 seconds at the University Park crossing for its traffic signal preemption sequence; and,

E) Approving and authorizing a contribution from the Grade Crossing Safety Fund to assist the Village in paying for the Interconnection and Ancillary Work; and,

F) Approving and authorizing the installation of all necessary control cables and pre-signals onto, and within, the ICRC's cantilever signal above the westbound lanes of University Parkway; and,

G) Approving and authorizing temporary railroad crossing signals and gates in order to accommodate staged roadway construction; and,

H) Approving and authorizing new railroad grade-level crossing roadway surfaces, gates and signals.

Dated: October ____, 2005.

Respectfully submitted,

The Village of University Park

By _____
One of Its Attorneys

Forest J. Miles
John M. Duffy
McCarthy Duffy
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Chicago, Illinois 60601
(312) 726-0355

EXHIBIT "A"

GOVERNORS HWY. AT UNIVERSITY PKWY.
TRAFFIC/RAILROAD SIGNAL REPORT

Location: University Park
Intersection: Governors Hwy. at University Pkwy.
TS Number: Not Applicable
Railroad: Illinois Central (CNIC)
DOT Number: 289 680Y

Prepared for:
Crawford, Murphy & Tilly, Inc.
for the

Illinois Department of Transportation
April 19, 2005

TABLE OF CONTENTS

PART 1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The purpose of this report is to determine whether an interface should be established between a proposed traffic signal at Governor's Hwy. at University Pkwy. and the railroad crossing signal subsystem located east of the intersection. The intersection and railroad crossing are located in the Village of University Park, Illinois.

The intersection of Governor's Hwy. at University Pkwy. is presently controlled by all-way STOP signs. An overhead red flasher supplements the STOP signs. (See **Figure 1**.)

1.2 PROPOSED CONDITIONS

1.2.1 Proposed Conditions

Roadway improvements (See **Figure 2**) are slated for this intersection that would provide the following:

- Traffic Signal control with pre-signal
- Left-turn channelization on all approaches
- A northbound right-turn lane
- A pedestrian crossing across the north leg of the intersection.
- Removal of the existing easterly track, now used as a siding.

It is expected that the near rail will be located 68 feet from a point where the westbound stop bar would normally be located. The storage area for University Pkwy. as measured from that same point to a point spanning the remaining track, will be approximately 74 feet.

STOP signs, which presently control each approach to the intersection, will be removed following traffic signal activation.

1.3 RECOMMENDATIONS

1.3.1 Highway Traffic Signal Subsystem

Based upon the data included with this report, the proposed highway traffic signal subsystem should incorporate the following recommendations:

- A pre-signal should be installed as part of this traffic signal installation.
- The proposed highway traffic signal subsystem should be interconnected to the railroad signal subsystem. Based on the *Recommended Practice of the Institute of Transportation Engineers* Preemption of Traffic Signals at or Near Active Warning Railroad Grade Crossings, when the potential exists of traffic queues from highway traffic extending across a nearby rail crossing, the traffic signal subsystem should be interconnected to the rail crossing subsystem.
- When pre-emption is installed, traffic signal controller timings shall be provided to clear to the track clearance pre-emption intervals in the shortest possible time. Pedestrian clearance time for the north crosswalk shall be abbreviated in the railroad pre-emption interval to only allow flashing "DON'T WALK" through the yellow clearance interval.
- North and southbound left-turn phasing on Governor's Hwy. should be installed as "protected-only".
- East and westbound left-turn phasing on University Parkway should be installed as "protected-only."
- "DO NOT STOP ON TRACKS" , "NO TURN ON RED", "STOP HERE ON RED" , and "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" signs should be installed in conjunction with the traffic signal. **Figure 2** illustrates the recommended placement of the signs. (The existing "DO NOT BLOCK OR STOP ON TRACKS" is a non-standard sign and should be removed.)
- L.E.D. pre-emption blank-out signs should be installed to restrict right turns off of Governors Hwy. during railroad pre-emption.
- Supplemental pavement markings (6" white diagonals) should be installed at the railroad crossing to emphasize that motorists should not stop in the area bounded a point where a stop bar would normally be located at the intersection and the stop bar at the pre-signal.

1.3.2 Railroad Signal Subsystem

- It is recommended that the minimum railroad warning time be established at 30 seconds when the interconnect to the proposed traffic signal is installed. Field observations were used to determine an appropriate "track clearance" time for University Pkwy. in order to clear vehicles off the tracks. **Table 3.1** shows the minimum railroad warning time required.
- A railroad cantilever should be provided for the westbound approach to the crossing.
- The proposed traffic interface should be released when the railroad gates start to ascend to minimize the potential of trapping vehicles on the tracks.

PART 2 EXISTING CONDITIONS

2.1 PHYSICAL CHARACTERISTICS

- Type: Four legged intersection presently controlled by all-way STOP control
- Location: Village of University Park
- Pedestrian Crossings: Proposed across north leg
- School Crossing: No
- Pre-emption blank-out signs: Proposed
- Signing Present: "STOP", "CAUTION 75 FT BETWEEN TRACKS AND HIGHWAY"
- Roadway Lighting: No
- RR Crossing: Two tracks
- RR Gates: Yes

2.2 RAILROAD SIGNALS

- Maximum Track Speed: Passenger - 79 MPH
Freight - 50 MPH
- Automatic Highway Crossing Warning (ACHW) Train Detection: Motion Detection

2.3 REMARKS

- Depot: To north of crossing
- Passenger Platforms: To north of crossing

PART 3 TABLE AND FIGURES

Table 3.1
Proposed Recommended Timing

	Time Needed
Delay[1]	1
Minimum Green[2] (sec)	1
Yellow Interval[2] (sec)	4.5
All Red Interval[2](sec)	1.5
Time Before University Pkwy. Receives the Green Interval (sec) (subtotal)	8
Track Clearance[3] (sec)	22
Min. RR Warning Time Required (Total seconds)	**30**

[1] One (1) second will be programmed into all railroad pre-emptors to limit false calls.
[2] Recommended minimum green, yellow, and red intervals for proposed traffic signal. (Yellow interval includes 4 seconds of flashing Don't Walk)
[3] Time to clear the tracks based on field observations.

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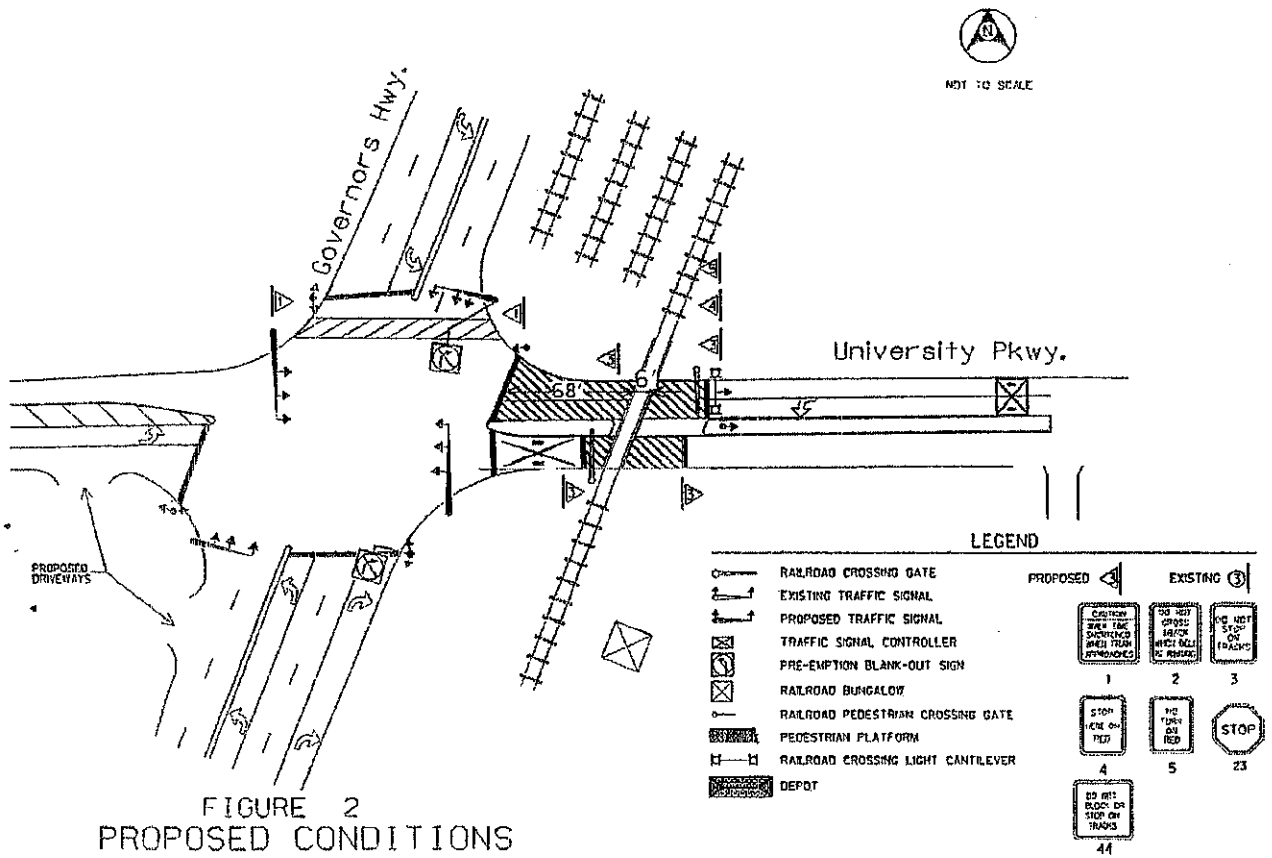

FIGURE 2
PROPOSED CONDITIONS

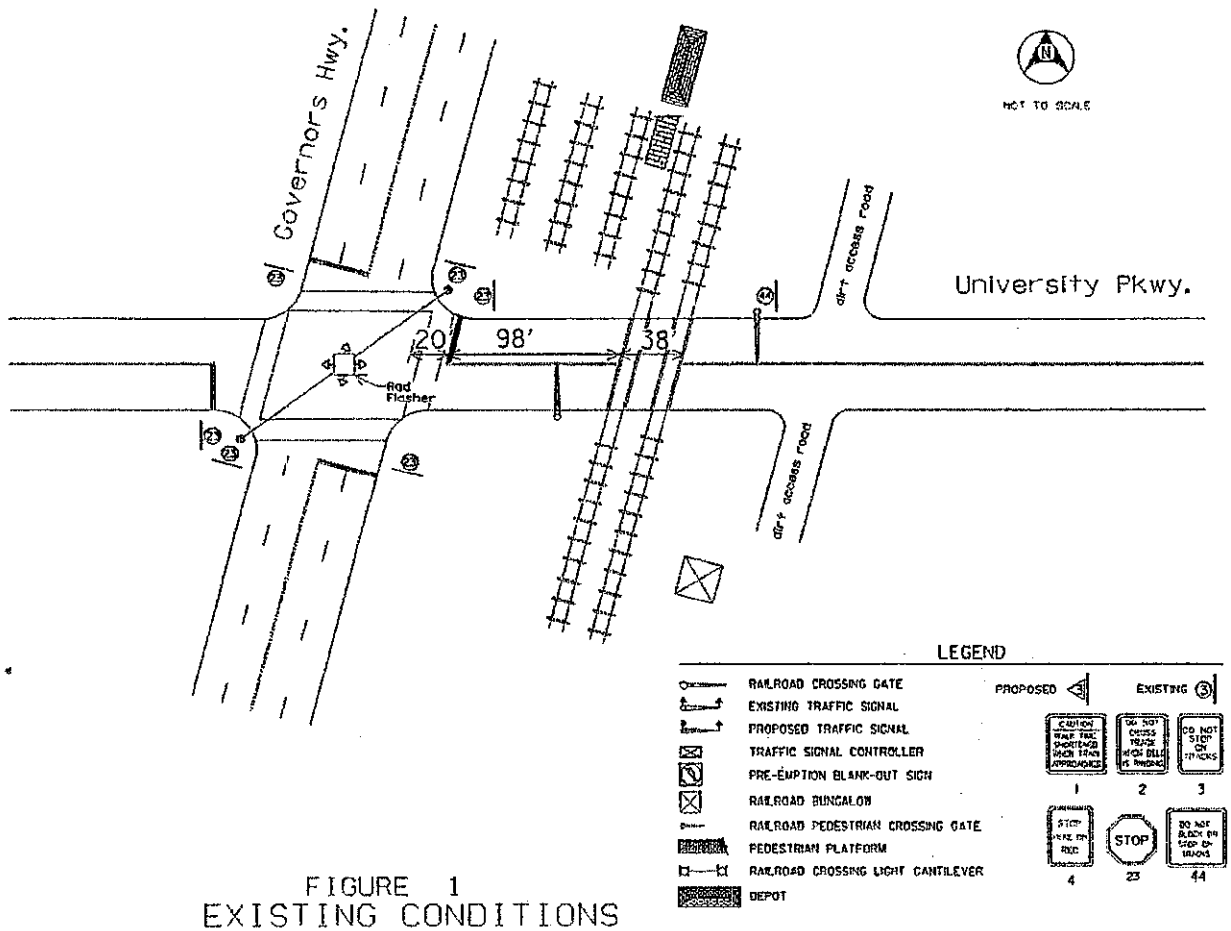

FIGURE 1
EXISTING CONDITIONS

Service List

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Director of Highways
IDOT
Attn: Jeff Harpring, Room 205
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Springfield, Illinois 62764

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Mr. Alvin McCowan
Mayor
Village of University Park
698 Burnham Drive
University Park, Illinois 60466-2708

Mr. David Litton
Village Manager
Village of University Park
698 Burnham Drive
University Park, Illinois 60466-2708

Ms. Dorothy Jones
Village Clerk
Village of University Park
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University Park, Illinois 60466-2708

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Will County Highway Engineer
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